

| | A | B | C | D | E | F |
|---|---|---------------------|-------------|--------------|---------------|--------------------------|
| 1 | ## North America Emission Control Area Fuel Oil Non-Availability Report | | | | | |
| 2 | ## ECA0100 | | | | | |
| 3 | ## 1 | 2 | 3 | 4 | 5 | 6 |
| 4 | ## | | | | | |
| 5 | ##(Include Double Pound for comments, not form fields) | | | | | |
| 6 | ##Report Form ID | Ship Operator Name | Vessel Name | Flag Country | IMO ID Number | Date of ECA First Notice |
| 7 | ECA 0100 | Eletson Corporation | MT ANGISTRI | GR | 9176773 | 1/12/2018 |

| | G | H | I | J |
|---|---|----------------------------------|------------------------------------|--|
| 1 | | | | |
| 2 | | | | |
| 3 | 7 | 8 | 9 | 10 |
| 4 | | | | |
| 5 | | | | |
| 6 | Location of ECA First Notice | Name of Ports after First Notice | Name of Last Port before ECA Entry | Name of Port with Fuel Oil Supply Disruption |
| 7 | Off New York awaiting orders where she finished her previous voyage | Slagen Norway to load | Skagen Norway | Beaumont, South Sabine |

| | K | L | M | N |
|---|--|---|---------------------------------|--------------------------|
| 1 | | | | |
| 2 | | | | |
| 3 | 11 | 12 | 13 | 14 |
| 4 | | | | |
| 5 | | | | |
| 6 | Name of Original Fuel Supplier with Disruption | Number of Fuel Suppliers Contacted | Date of Entry in the ECA | Time of Entry in the ECA |
| 7 | N/A | 1. No supply allowed at current anchorage Fairway S. Sabine nor at intended berth at Beaumont | Vessel in ECA since 16 FEB 2018 | 15:40 hrs |

| | O | P | Q |
|---|--|---|---|
| 1 | | | |
| 2 | | | |
| 3 | 15 | 16 | 17 |
| 4 | | | |
| 5 | | | |
| 6 | Sulfur Content of Non-Compliant Fuel Oil | Projected Hours on Main Propulsion | Name of First POC |
| 7 | 1.80% | Less than 24hrs. Auxiliaries will run from today the 8th Mar until resupply at first available berth/port | Baytown but vsI anchored at Galveston Fairway Anchorage |

| | R | S |
|---|---|--|
| 1 | | |
| 2 | | |
| 3 | 18 | 19 |
| 4 | | |
| 5 | | |
| 6 | Compliance Fuel Oil Available at First POC? | Plan to Bunker Compliant Fuel Oil at First POC? |
| 7 | YES. | NO as vsl at time of ECA ENTRY and Arrival at 1 POC had more than sufficient ROBs of LSMGO compliant fuel of 357mts/323 mts respectively |

| | T | U | V |
|---|---|--------------------|-----------------------------------|
| 1 | | | |
| 2 | | | |
| 3 | 20 | 21 | 22 |
| 4 | | | |
| 5 | | | |
| 6 | Number of fuel suppliers contacted at First POC | Name of Second POC | Compliant Fuel Oil at Second POC? |
| 7 | Via LQM (Brokers) | Baton Rouge | YES |

| | W | X |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | 23 | 24 |
| 4 | | |
| 5 | | |
| 6 | Plan to Bunker Compliance Fuel Oil at Second POC? | Number of Fuel Suppliers Contacted at the Second POC? |
| | | |
| 7 | No. Vsl still had enough ROBs of compliant fuel and bunkering whilst with cargo on board is not allowed by current charterers EXXON | N/A |

| | Y | Z | AA |
|---|--|------------------------|--|
| 1 | | | |
| 2 | | | |
| 3 | 25 | 26 | 27 |
| 4 | | | |
| 5 | | | |
| 6 | Date of Exit from ECA? | Time of Exit from ECA? | Has this vessel operated in the ECA in previous 12 months? |
| 7 | Estimated exit 16th MAR after her cargo discharge at current assigned berth of Beaumont with ETB 12th MAR 2018 | TBA | YES |

| | AB | AC | AD |
|---|--|------------------------------------|-------------------------------------|
| 1 | | | |
| 2 | | | |
| 3 | 28 | 29 | 30 |
| 4 | | | |
| 5 | | | |
| 6 | Number of Separate Visits to the ECA | Number of Ports visited in the ECA | Previously submitted ECA0100 forms? |
| 7 | From 08 Mar 2017 Vsl had 16 separate Visits (8 ECA entries and 8 ECA exits); ALL WITH PROPER USE OF LSMGO COMPLIANT FUEL | 21 | YES |

| | AE | AF | AG | AH |
|---|---|------------------------------------|--------------------------------------|--|
| 1 | | | | |
| 2 | | | | |
| 3 | 31 | 32 | 33 | 34 |
| 4 | | | | |
| 5 | | | | |
| 6 | Number of Submitted Reports | Designated Corporate Official Name | Designated Corporate Official E-mail | Designated Corporate Official Phone Number |
| 7 | 54 INCLUDING THIS SINCE AUG 2012 AND FOR THE ENTIRE FLEET | Mr Ioannis Zilakos | operations@eletson.com | 0030-2104598377 |

| | | |
|---|---|----|
| | AI | |
| 1 | | |
| 2 | | |
| 3 | | 35 |
| 4 | | |
| 5 | | |
| 6 | Description of Actions to Achieve Compliance | |
| 7 | PLEASE NOTE THAT SUBJECT VSL IS PRESENTLY UNDER A SPOT CHARTER HAVING LOADED HER CARGO AT SLAGEN NORWAY FOR ORIGINAL DISCHARGE AT THE PORT OF BATON ROUGE. SUBSEQUENTLY AND WHILST IN THE HIGH SEAS SHE RECEIVED ORDERS FM HER CHARTERERS TO DISCHARGE FULL CARGO AT THE PORT OF BAYTOWN. VESSEL ARRIVED IN BAYTOWN ON THE 17TH FEB 2018 WITH ABT 323MTS OF LSMGO COMPLIANT FUEL WITH SULPHUR LEVEL OF APROX 0.098%. VESSEL WAITED AT SAME LOCATION AT FAIRWAY ANCHORAGE WITHOUT ANY CARGO OPS FROM 17TH UNTIL 28TH FEB AND SUBSEQUENTLY WAS ORDERED TO SAIL TO BATON ROUGE TO START PART DISCHARGE OF HER CARGO. SHE OPERATED AT BR BETWEEN 01-04 MAR 2018 AND SHE WAS THEN ORDERED TO FINISH HER CARGO DISCHARGE AT THE PORT OF BEAUMONT WHICH SHE ARRIVED AT ON THE 05TH MAR AND IS WAITING AT SABINE FAIRWAY SINCE WAITING FOR BERTHING. CURRENTLY AGENTS (INCHCAPE BEAUMONT) ADVISE BEST ETB 13TH MAR. FROM HER ENTRANCE IN ECA ON 16TH FEB 2018 UNTIL TODAY THE 8TH MAR SHE HAS BEEN USING LSMGO (SULPHUR 0.098%). HER CURRENT ROBS (BSS 8TH MAR 2018) ARE ABT 52 MTS AND DEEMED NOT SUFFICIENT FOR HER ENTIRE WAITING TIME UNTIL HER DISCHARGE OPS ARE COMPLETED, TAKING ALSO INTO ACCOUNT HER DAILY CARGO MAINTENANCE CONSUMPTION. WE ARE CURRENTLY MAKING ARRANGEMENTS FOR THE | |